

as Israel agreed to a process for resolving these issues, so did the Palestinians. Both Israel and the Palestinian Authority must honor their agreements.

I urge my colleagues to support this important resolution.

Mr. KILDEE. Mr. Speaker, I rise to express my views on H. Con. Res. 24, a resolution expressing Congressional opposition to the unilateral declaration of a Palestinian state.

Mr. Speaker, I oppose any unilateral action, by any of the parties to the Oslo Agreement and the Wye River Agreement that would endanger further progress in the Middle East peace process. I agree with the many observers who believe that for the Palestinian authority to declare a Palestinian state, at this time, would be disruptive and dangerous for the Middle East peace process. Such a unilateral declaration could also have a negative impact on the upcoming elections in Israel. While the Palestinian people do have the right of self determination, the declaration and establishment of a Palestinian state is an issue best dealt with in the context of a negotiated, comprehensive peace agreement.

Mr. Speaker, I also agree with the remarks of Mr. Dennis Ross, President Clinton's chief Middle East peace negotiator, regarding the negative impact on the peace process of the current Israeli government's continued push to build and expand Israeli settlements on the West Bank. Such settlement activity not only creates "new facts on the ground" but they create real obstacles to the completion of a fair and enduring peace between the Israelis and the Palestinian people.

Mr. Speaker, I will support this resolution today. However, I continue to urge both sides, the Palestinians and the Israelis, to avoid any unilateral actions which could endanger the Middle East peace process. We need to build more progress towards a peaceful solution, not more obstacles thrown in the path of peace.

Mr. WEYGAND. Mr. Speaker, as a cosponsor of H. Con. Res. 24, I urge my colleagues to support this resolution.

Since the United States officially recognized the state of Israel on May 15, 1948, we have enjoyed a close diplomatic relationship. As the only democracy in the Middle East, Israel has been a strong ally in this often tumultuous region and, in turn, the United States has provided necessary foreign aid. Without the strong support of our allies, including Israel, it is certain that long lasting peace would be far more difficult to achieve in the Middle East.

In the summer of 1997, I accompanied a congressional delegation to Israel to obtain a better understanding of the many important and delicate issues in the Middle East and to discuss the latest developments in the peace process. It is my belief that in order to secure U.S. interests in the Middle East, we must help ensure economic and political stability in Israel as well.

This past fall, President Clinton, Prime Minister Netanyahu, and Chairman Arafat met at the Wye River Plantation and reaffirmed the importance of maintaining a peace in the Middle East. The agreement struck at the Wye Plantation in October underscored the fact that both Israel and Palestine have to work together to form an enduring peace.

If Palestine unilaterally were to declare itself an independent state it could jeopardize the foundation upon which the Oslo Accords, the

Hebron Agreement, and the Wye Agreement were built. Mr. Speaker, it is imperative that any changes regarding "statehood" are done through the negotiating process, as stated in H. Con. Res. 24.

It is my hope that a lasting peace will soon be attained in the Middle East. Again, I urge my colleagues to support this resolution.

Mr. GILMAN. Mr. Speaker, we have no further requests of time, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. STEARNS). The question is on the motion offered by the gentleman from New York (Mr. GILMAN) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 24.

The question was taken.

Mr. SALMON. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

FEDERAL MARITIME COMMISSION AUTHORIZATION ACT OF 1999

Mrs. MYRICK. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 104 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 104

Resolved, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 819) to authorize appropriations for the Federal Maritime Commission for fiscal years 2000 and 2001. The first reading of the bill shall be dispensed with. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chairman and ranking minority member of the Committee on Transportation and Infrastructure. After general debate the bill shall be considered for amendment under the five-minute rule. The bill shall be considered as read. During consideration of the bill for amendment, the chairman of the Committee of the Whole may accord priority in recognition on the basis of whether the Member offering an amendment has caused it to be printed in the portion of the Congressional Record designated for that purpose in clause 8 of rule XVIII. Amendments so printed shall be considered as read. The chairman of the Committee of the Whole may: (1) postpone until a time during further consideration in the Committee of the Whole a request for a recorded vote on any amendment; and (2) reduce to five minutes the minimum time for electronic voting on any postponed question that follows another electronic vote without intervening business, provided that the minimum time for electronic voting on the first in any series of questions shall be 15 minutes. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill to the House with such amendments as may have been adopted. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit with or without instructions.

□ 1345

The SPEAKER pro tempore (Mr. STEARNS). The gentlewoman from North Carolina (Mrs. MYRICK) is recognized for 1 hour.

Mrs. MYRICK. Mr. Speaker, for purposes of debate only, I yield the customary 30 minutes to the gentleman from Massachusetts (Mr. MOAKLEY), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

Mr. Speaker, last Wednesday the Committee on Rules met and granted an open rule for H.R. 81, the Federal Maritime Commission Authorization Act. The rule provides for 1 hour of general debate equally divided between the chairman and ranking minority member of the Committee on Transportation and Infrastructure.

The rule provides that the bill shall be open for amendment at any point and authorizes the Chair to accord priority in recognition to Members who have preprinted their amendments in the CONGRESSIONAL RECORD.

The rule allows the Chairman of the Committee of the Whole to postpone votes during consideration of the bill, and to reduce votes to 5 minutes on a postponed question if the vote follows a 15-minute vote.

Finally, the rule provides for one motion to recommit with or without instructions.

Mr. Speaker, H. Res. 104 is an open rule for a good, noncontroversial bill. The Federal Maritime Commission Authorization Act allocates \$15.7 million for the Federal Maritime Commission in 2000 and \$16.3 million for the Commission in 2001, an increase of approximately \$1 million.

Because the Commission ably protects United States shippers and carriers, including Sea-Land Service of Charlotte, North Carolina, from the unfair trade practices of foreign governments and flag carriers, the Committee on Transportation and Infrastructure reported a bill that makes no changes to the duties of the Commission. I urge my colleagues to support this open rule and to support the underlying legislation.

Mr. Speaker, I reserve the balance of my time.

Mr. MOAKLEY. Mr. Speaker, I thank my colleague, my dear friend, the gentlewoman from North Carolina (Mrs. MYRICK), for yielding me the customary half-hour, and I yield myself such time as I may consume.

Mr. Speaker, like every other Member of this House, I am a big fan of the Federal Maritime Commission. It protects United States shippers from the restrictive rules of foreign governments and from the unfair practices of foreign flagged carriers. It investigates complaints and helps keep shippers in compliance with the Shipping Act of 1984. It also monitors tariffs to make sure they are reasonable.

In short, Mr. Speaker, the Federal Maritime Commission keeps order on

the high seas, especially when it comes to commerce. The commissioners do very good work, and their work should continue.

I support this open rule and the bill to fund the Federal Maritime Commission in fiscal years 2000 and 2001. However, Mr. Speaker, let me note that I do not think that this bill even needs a rule at all.

The Federal Maritime Commission has such widespread support that, once upon a time, this bill was on the suspension calendar. I know of no amendments to this bill, so I am wondering why we are bringing the bill up with a rule in the first place.

Mr. Speaker, this is starting to become a pattern. Bills that normally come up under suspension of the rules are instead being sent to the Committee on Rules and coming to the floor for a vote. In fact, 9 of the last 15 bills that we have sent to the Committee on Rules have passed by more than 400 votes.

On the other hand, Mr. Speaker, the bills that should have open rules are being closed down. We just finished the Ed-Flex bill, which was brought to the floor under a restrictive rule with a preprinting requirement and a time cap. Twenty-three Democratic amendments were submitted and preprinted; two Republican amendments were submitted and preprinted. Both Republican amendments were considered and only three of the 23 Democratic amendments were considered before the time cap was up.

In other words, Mr. Speaker, 20 Democratic amendments which were preprinted in the RECORD, according to the rule, were blocked from consideration. In order to give Members more time to offer their amendments, the Democratic ranking member of the committee, the gentleman from Missouri (Mr. CLAY) made a unanimous consent request for 2 additional hours, which the Republican chairman, the gentleman from Pennsylvania (Mr. GOODLING), denied.

I wonder, Mr. Speaker, why we need a rule for this simple 2-page non-controversial bill while bigger and more controversial rules, like Education and Kosovo, are brought up under restrictive rules.

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mrs. MYRICK. Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to.

A motion to reconsider was laid on the table.

The SPEAKER pro tempore (Mrs. MYRICK). Pursuant to House Resolution 104 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 819.

□ 1352

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for consideration of the bill (H.R. 819) to authorize appropriations for the Federal Maritime Commission for fiscal years 2000 and 2001, with Mr. STEARNS in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Pennsylvania (Mr. SHUSTER) and the gentleman from Mississippi (Mr. TAYLOR) will each control 30 minutes.

The Chair recognizes the gentleman from Pennsylvania (Mr. SHUSTER).

Mr. SHUSTER. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I am quite pleased to bring this bill to the floor today to authorize expenditures of the Federal Maritime Commission. The Federal Maritime Commission has important work ahead to implement the important provisions of the Ocean Shipping Reform Act of 1998. That act contains the first major amendments to deregulate international ocean shipping since 1984.

H.R. 819 also contains funds for the Federal Maritime Commission to enforce the provisions of the Foreign Shipping Practices Act and to carry out the other responsibilities of the Commission. So I would urge my colleagues to support this important bill.

Mr. Chairman, I would report to the House that thus far, in the early days of this Congress, the Committee on Transportation and Infrastructure has already had nine bills pass the House and ten other measures pass the committee and which we are prepared to bring to the floor of the House. So we are off to a very fast start on the committee and look forward to a very productive legislative session.

Mr. Chairman, I reserve the balance of my time.

Mr. TAYLOR of Mississippi. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I rise in strong support of H.R. 819, the Federal Maritime Commission Authorization Act of 1999. The Federal Maritime Commission performs a vital role of protecting our international trade from unfair practices by foreign governments and is actively engaged in implementing the new Ocean Shipping Reform Act of 1998. Deregulation of international maritime shipping begins May 1. The ocean carriers and shippers are quickly moving to enter into service contracts in which their competitors will no longer know the rates. A new era in competition in international shipping is about to begin.

The Commission has also been actively involved in resolving practices by the governments of China, Japan and Brazil that distort the free market system of international shipping by

imposing restrictions on U.S. carriers in these trades.

H.R. 819 authorizes \$15.6 million for the Federal Maritime Commission for fiscal year 2000 and \$16.3 million for fiscal year 2001. The fiscal year 2000 funding level is \$385,000 above the amount requested by the President to fund the appointment of the fifth commissioner and his staff. Mr. Chairman, this is a very reasonable budget request.

Mr. Chairman, I urge my colleagues to support H.R. 819, the Federal Maritime Commission Authorization Act of 1999.

Mr. UNDERWOOD. Mr. Chairman, I rise today in support of H.R. 819, the Federal Maritime Commission Authorization Act. The Federal Maritime Commission (FMC) was created to advocate for an open and fair system of international ocean borne transportation for U.S. imports and exports.

One of the most important responsibilities vested in the Commission is its duty to protect U.S. ocean borne trade and U.S. carriers from discriminatory or unfavorable treatment by foreign governments. The Commission has a long history of using its authority to impose sanctions and other retaliatory measures, to force foreign governments to abandon protectionist policies and to open maritime markets to U.S. companies. These ongoing actions have created business opportunities for U.S. shipping companies and provide more favorable transportation conditions for U.S. exports. Presently, the FMC is contending with the monitoring and/or reviewing conditions and activities in the U.S./China trade, commitments to reform Japanese port practices, and conditions in Brazil which may be hindering free and open ocean trade.

The FMC performs a wide range of other important statutory functions as well. This includes policing anti-competitive abuses of anti-trust immunity, various types of fraud against consumers, mis-description or mis-declarations of cargo, illegal or unfiled agreements, unlicensed freight forwarding, untariffed cargo carriage and illegal kickbacks, and unbonded passenger vessel operations. Another essential responsibility of the Commission is the oversight of carrier activity and commercial conditions in the U.S. liner trades. The Commission also conducts a variety of economic analyses of the pricing and service behavior of carriers operating in the U.S. trades, as well as research on emerging trends in the liner shipping industry. Most uniquely, the Commission provides an expeditious and inexpensive forum for the resolution of disputes between private parties involved in ocean transportation.

The territory of Guam has utilized the adjudication arm of the FMC in its quest to obtain honest and fair prices for shipping products to and from the island. These so called "rate cases" have been instrumental in exposing the historical inequity in shipping costs for Guam that have long been the unseemly by-product of the Jones Act.

Guam's potential for serving as a "clearing-house for maritime transported trade goods" is limited by the application of the Jones Act and other federal coastwise shipping laws, cargo-preference laws, and cabotage laws. Generally, these laws require that goods shipped between U.S. ports (e.g. Guam to San Francisco) must be carried on U.S. built ships that

are of U.S. registry and manned by U.S. crews.

The political coalition that protects the U.S. shipping interests through the Jones Act and associated laws is not only formidable, it is probably the best-organized and broadest coalition of interests in Washington. This coalition includes the U.S. shipbuilders who have an interest in requiring that the domestic U.S. trade be reserved for them; maritime labor unions who fight for jobs on these ships; conservative defense "hawks" who argue that only a domestic U.S. flagged fleet can be counted on in war time; and communities with strong maritime interests.

Guam makes the best case for Jones Act reform—we are technically in the domestic market of offshore trade, so a reform aimed at our specific needs would not necessarily upset the total balance of domestic political interests. Under current artificial conditions, Guam does not have adequate economies of scale to attract and sustain large port transshipment industries. For example, the rates for a container shipment from the U.S. west coast to Guam is three times higher, on average, than for a similar container going from the west coast to Japan. It is almost impossible to compete with these numbers. An unfortunate result was the 1996 relocation of the Navy's Diego Garcia supply ship from Guam to Yokosuka based on the economics of these shipping rates.

Our problem has always been the political reluctance of the "Jones Act coalition" to allow any erosion of current law. They argue that allowing one exemption, however minor, starts us down a slippery slope that jeopardizes all the other interests. The defense of the Jones Act reaches across party lines, so that neither the Democrats nor the Republicans in Congress or in the respective Democrat (Clinton) and Republican (Bush) administrations have had any burning desire to mess with it. Our most visible allies for Jones Act reform are the farmers in the Midwest who feel that the Jones Act makes their grain exports less competitive because of the artificially high transportation costs. Unfortunately, the farmers' arguments do contribute to the feeling that the slippery slope fear has some merit to it.

Transportation and trade have links, but in our case, the links are tenuous. While the world is moving to a global economy with freer trade, that trade is not going to pass through our port unless we have an economically attractive package to offer to exporters in transportation services. "Transshipment" through Guam is also hindered by customs and tariff issues. Guam is not in the U.S. customs zone, which means that except for goods manufactured on Guam, other goods arriving from Guam are foreign. Certain goods manufactured on Guam are subject to customs quotas. Multilateral trade agreements (NAFTA, APEC) are moving us in a direction where trade barriers are being eased. While we do not have complete free trade in any area, it is likely that high technology products will lead the way on this movement. But where there is free trade, the advantages of a U.S. territory outside the customs zone also may evaporate—and if the only advantage therefore is our transportation costs, then we are not attractive to exporters under the current Jones Act constraints.

Certainly, it is difficult to argue against the National Security element of the Jones Act. Admittedly, there seems to be some truth to it

and in that narrow regard, I support the arguments. However, in the case of my home territory, Guam, we will seek a workable and proven solution that will provide relief to the solitary economic anomaly of being the only U.S. port in Asia. On behalf of the people of Guam, I look forward to working with the Honorable Harold J. Creel, Jr., Chairman of the Federal Maritime Commission and the Honorable Clyde Hart, Administrator of the U.S. Maritime Administration toward this end. Si Yu'os Ma'ase.

Mr. TAYLOR of Mississippi. Mr. Chairman, I have no further requests for time, and I yield back the balance of my time.

Mr. SHUSTER. Mr. Chairman, I have no further requests for time, and I yield back the balance of my time.

The CHAIRMAN. All time for general debate has expired.

Pursuant to the rule, the bill is considered read for amendment under the 5-minute rule.

The text of H.R. 819 is as follows:

H.R. 819

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Federal Maritime Commission Authorization Act of 1999".

SEC. 2. AUTHORIZATION OF APPROPRIATIONS FOR FEDERAL MARITIME COMMISSION.

There are authorized to be appropriated to the Federal Maritime Commission—

- (1) for fiscal year 2000, \$15,685,000; and
- (2) for fiscal year 2001, \$16,312,000.

The CHAIRMAN. During consideration of the bill for amendment, the Chair may accord priority in recognition to a Member offering an amendment that he has printed in the designated place in the CONGRESSIONAL RECORD. Those amendments will be considered read.

The Chairman of the Committee of the Whole may postpone a demand for a recorded vote on any amendment and may reduce to a minimum of 5 minutes the time for voting on any proposed question that immediately follows another vote, provided that the time for voting on the first question shall be a minimum of 15 minutes.

Are there any amendments to the bill?

If not, under the rule, the Committee rises.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. PEASE) having assumed the chair, Mr. STEARNS, Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H.R. 819) to authorize appropriations for the Federal Maritime Commission for fiscal years 2000 and 2001, pursuant to House Resolution 104, he reported the bill back to the House.

The SPEAKER pro tempore. Under the rule, the previous question is ordered.

The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, and was read the third time.

The SPEAKER pro tempore. The question is on the passage of the bill.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. SHUSTER. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The vote was taken by electronic device, and there were—yeas 403, nays 3, not voting 27, as follows:

[Roll No. 50]

YEAS—403

Abercrombie	Davis (FL)	Holt
Ackerman	Davis (IL)	Hooley
Aderholt	Davis (VA)	Horn
Allen	Deal	Houghton
Andrews	DeGette	Hoyer
Archer	Delahunt	Hulshof
Armey	DeLauro	Hunter
Bachus	DeLay	Hutchinson
Baird	DeMint	Hyde
Baker	Deutsch	Inslee
Baldacci	Diaz-Balart	Isakson
Baldwin	Dickey	Istook
Ballenger	Dicks	Jackson (IL)
Barcia	Dingell	Jackson-Lee
Barr	Dixon	(TX)
Barrett (NE)	Doggett	Jefferson
Barrett (WI)	Doolittle	Jenkins
Barton	Doyle	John
Bass	Dreier	Johnson (CT)
Bateman	Dunn	Johnson, E. B.
Becerra	Edwards	Johnson, Sam
Bentsen	Ehlers	Jones (NC)
Bereuter	Ehrlich	Jones (OH)
Berkley	Emerson	Kanjorski
Berman	Engel	Kaptur
Berry	English	Kasich
Biggert	Eshoo	Kelly
Bilbray	Etheridge	Kennedy
Bishop	Evans	Kildee
Blagojevich	Everett	Kilpatrick
Bliley	Ewing	Kind (WI)
Blumenauer	Farr	Kingston
Blunt	Fattah	Klecza
Boehlert	Filner	Klink
Boehner	Fletcher	Knollenberg
Bonilla	Foley	Kolbe
Bonior	Forbes	Kucinich
Bono	Ford	Kuykendall
Borski	Fossella	LaFalce
Boswell	Fowler	LaHood
Boucher	Frank (MA)	Lampson
Brady (PA)	Franks (NJ)	Lantos
Brady (TX)	Frelinghuysen	Largent
Brown (CA)	Frost	Larson
Brown (FL)	Gallegly	Latham
Brown (OH)	Ganske	LaTourette
Bryant	Gejdenson	Lazio
Burr	Gekas	Leach
Burton	Gephardt	Lee
Buyer	Gibbons	Levin
Calvert	Gillmor	Lewis (CA)
Camp	Gilman	Lewis (GA)
Campbell	Gonzalez	Linder
Canady	Goode	Lipinski
Cannon	Goodlatte	LoBiondo
Capps	Goodling	Lofgren
Capuano	Gordon	Lowe
Cardin	Goss	Lucas (KY)
Carson	Graham	Lucas (OK)
Castle	Granger	Luther
Chabot	Green (TX)	Maloney (CT)
Chambliss	Green (WI)	Maloney (NY)
Clay	Greenwood	Manzullo
Clayton	Gutierrez	Markey
Clement	Gutnecht	Martinez
Clyburn	Hall (TX)	Mascara
Coble	Hansen	Matsui
Coburn	Hastings (WA)	McCarthy (MO)
Collins	Hayes	McCarthy (NY)
Combest	Hayworth	McCollum
Condit	Hefley	McCrery
Conyers	Herger	McDermott
Cook	Hill (IN)	McGovern
Cooksey	Hill (MT)	McHugh
Costello	Hilleary	McInnis
Cox	Hilliard	McIntosh
Coyne	Hinchey	McIntyre
Crane	Hinojosa	McKeon
Crowley	Hobson	McKinney
Cummings	Hoeffel	McNulty
Cunningham	Hoekstra	Meehan
Danner	Holden	Meek (FL)

Meeks (NY)	Regula	Stearns
Menendez	Reyes	Stenholm
Metcalf	Reynolds	Strickland
Mica	Riley	Stump
Miller (FL)	Rivers	Stupak
Miller, Gary	Rodriguez	Sununu
Miller, George	Roemer	Sweeney
Minge	Rogan	Talent
Mink	Rogers	Tancredo
Mollohan	Rohrabacher	Tanner
Moore	Ros-Lehtinen	Tauscher
Moran (KS)	Rothman	Tauzin
Moran (VA)	Roukema	Taylor (MS)
Morella	Roybal-Allard	Taylor (NC)
Murtha	Royce	Terry
Myrick	Rush	Thomas
Nadler	Ryan (WI)	Thompson (CA)
Napolitano	Ryun (KS)	Thompson (MS)
Neal	Sabo	Thornberry
Nethercutt	Salmon	Thune
Ney	Sanchez	Thurman
Northup	Sanders	Tiahrt
Norwood	Sandlin	Tierney
Nussle	Sanford	Toomey
Oberstar	Sawyer	Towns
Obey	Saxton	Trafficant
Oliver	Schakowsky	Udall (CO)
Ortiz	Scott	Udall (NM)
Ose	Serrano	Upton
Owens	Sessions	Velazquez
Packard	Shadegg	Visclosky
Pallone	Shaw	Walden
Pascarell	Shays	Walsh
Pastor	Sherman	Wamp
Payne	Sherwood	Waters
Pease	Shimkus	Watt (NC)
Pelosi	Shows	Watts (OK)
Peterson (MN)	Shuster	Waxman
Peterson (PA)	Simpson	Weiner
Petri	Sisisky	Weldon (FL)
Phelps	Skeen	Weller
Pickering	Skelton	Wexler
Pickett	Slaughter	Weygand
Pombo	Smith (MI)	Whitfield
Pomeroy	Smith (NJ)	Wilson
Porter	Smith (TX)	Wise
Portman	Smith (WA)	Wolf
Price (NC)	Snyder	Woolsey
Quinn	Souder	Wu
Radanovich	Spence	Wynn
Rahall	Spratt	Young (AK)
Ramstad	Stabenow	Young (FL)
Rangel	Stark	

NAYS—3

Chenoweth	Paul	Sensenbrenner
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NOT VOTING—27

Bartlett	Hall (OH)	Pryce (OH)
Bilirakis	Hastings (FL)	Scarborough
Boyd	Hostettler	Schaffer
Callahan	King (NY)	Turner
Cramer	Lewis (KY)	Vento
Cubin	Millender	Watkins
DeFazio	McDonald	Weldon (PA)
Dooley	Moakley	Wicker
Duncan	Oxley	
Gilchrest	Pitts	

□ 1419

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. CALLAHAN. Mr. Speaker, during rollcall vote No. 50, on H.R. 819, I was unavoidably detained. Had I been present, I would have voted "aye."

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. PEASE). Pursuant to clause 8 of rule XX, the Chair will now put the question on each motion to suspend the rules on which further proceedings were postponed earlier today in the order in which that motion was entertained.

Votes will be taken in the following order:

H.R. 774, by the yeas and nays;

H. Con. Res. 24, by the yeas and nays.

The Chair will reduce to 5 minutes the time for any electronic vote after the first such vote in this series.

WOMEN'S BUSINESS CENTER AMENDMENTS ACT OF 1999

The SPEAKER pro tempore. The pending business is the question of suspending the rules and passing the bill, H.R. 774, as amended.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from New York (Mrs. KELLY) that the House suspend the rules and pass the bill, H.R. 774, as amended, on which the yeas and nays are ordered.

The vote was taken by electronic device, and there were—yeas 385, nays 23, not voting 25, as follows:

[Roll No. 51]

YEAS—385

Abercrombie	Clyburn	Gillmor
Ackerman	Collins	Gilman
Aderholt	Combest	Gonzalez
Allen	Condit	Goode
Andrews	Conyers	Goodling
Archer	Cook	Gordon
Army	Cooksey	Goss
Bachus	Costello	Graham
Baird	Coyne	Granger
Baker	Crowley	Green (TX)
Baldacci	Cummings	Green (WI)
Baldwin	Cunningham	Greenwood
Ballenger	Danner	Gutierrez
Barcia	Davis (FL)	Gutknecht
Barr	Davis (IL)	Hall (OH)
Barrett (NE)	Davis (VA)	Hall (TX)
Barrett (WI)	Deal	Hansen
Barton	DeGette	Hastings (WA)
Bass	Delahunt	Hayes
Bateman	DeLauro	Hayworth
Becerra	DeMint	Hill (IN)
Bentsen	Deutsch	Hill (MT)
Bereuter	Diaz-Balart	Hilleary
Berkley	Dickey	Hilliard
Berman	Dicks	Hinchey
Berry	Dingell	Hinojosa
Biggett	Dixon	Hobson
Bilbray	Doggett	Hoeffel
Bilirakis	Dooley	Hoekstra
Bishop	Doyle	Holden
Blagojevich	Dreier	Holt
Bliley	Dunn	Hooley
Blumenauer	Edwards	Horn
Blunt	Ehlers	Houghton
Boehlert	Ehrlich	Hoyer
Boehner	Emerson	Hulshof
Bonior	Engel	Hulshof
Bono	English	Hunter
Borski	Eshoo	Hutchinson
Boswell	Etheridge	Hyde
Boucher	Evans	Inslee
Brady (PA)	Everett	Isakson
Brady (TX)	Ewing	Istook
Brown (CA)	Farr	Jackson (IL)
Brown (FL)	Fattah	Jackson-Lee
Brown (OH)	Filner	(TX)
Bryant	Fletcher	Jefferson
Burr	Foley	Jenkins
Burton	Forbes	John
Buyer	Ford	Johnson (CT)
Calvert	Fossella	Johnson, E. B.
Camp	Fowler	Johnson, Sam
Capps	Frank (MA)	Jones (NC)
Capuano	Franks (NJ)	Jones (OH)
Cardin	Frelinghuysen	Kanjorski
Carson	Frost	Kaptur
Castle	Gallegly	Kasich
Chabot	Ganske	Kelly
Chambliss	Gejdenson	Kennedy
Clay	Gekas	Kildee
Clayton	Gephardt	Kilpatrick
Clement	Gibbons	Kind (WI)
		Kingston

Klecza	Ney	Shows
Klink	Northup	Shuster
Knollenberg	Norwood	Simpson
Kolbe	Nussle	Sisisky
Kucinich	Oberstar	Skeen
Kuykendall	Obey	Skelton
LaFalce	Oliver	Smith (MI)
LaHood	Ortiz	Smith (NJ)
Lampson	Ose	Smith (TX)
Lantos	Owens	Smith (WA)
Largent	Oxley	Snyder
Larson	Packard	Souder
Latham	Pallone	Spence
LaTourette	Pascarell	Spratt
Lazio	Pastor	Stabenow
Leach	Payne	Stark
Lee	Pease	Stearns
Levin	Pelosi	Stenholm
Lewis (CA)	Peterson (MN)	Strickland
Lewis (GA)	Peterson (PA)	Stupak
Linder	Petri	Sununu
Lipinski	Phelps	Sweeney
LoBiondo	Pickering	Talent
Lofgren	Pickett	Tanner
Lowey	Pombo	Tauscher
Lucas (KY)	Pomeroy	Tauzin
Lucas (OK)	Porter	Terry
Luther	Portman	Thomas
Maloney (CT)	Price (NC)	Thompson (CA)
Maloney (NY)	Quinn	Thompson (MS)
Markey	Radanovich	Thornberry
Martinez	Rahall	Thune
Mascara	Ramstad	Thurman
Matsui	Rangel	Tiahrt
McCarthy (MO)	Regula	Tierney
McCollum	Reyes	Toomey
McCrery	Reynolds	Towns
McDermott	Riley	Trafficant
McGovern	Rivers	Udall (CO)
McHugh	Rodriguez	Udall (NM)
McInnis	Roemer	Upton
McIntosh	Rogan	Velazquez
McIntyre	Rogers	Vento
McKeon	Ros-Lehtinen	Visclosky
Goss	Rothman	Walden
McKinney	Roukema	Walsh
McNulty	Roybal-Allard	Wamp
Meehan	Rush	Waters
Meek (FL)	Ryan (WI)	Watkins
Meeks (NY)	Ryun (KS)	Watt (NC)
Menendez	Sabo	Watts (OK)
Metcalf	Salmon	Waxman
Mica	Sanchez	Weiner
Miller, George	Sanders	Weldon (FL)
Minge	Sandlin	Weller
Mink	Sawyer	Wexler
Moakley	Saxton	Weygand
Mollohan	Schakowsky	Whitfield
Moore	Scott	Wilson
Moran (KS)	Serrano	Wise
Moran (VA)	Sessions	Wolf
Morella	Shadegg	Woolsey
Murtha	Shaw	Wu
Myrick	Shays	Wynn
Nadler	Sherman	Young (AK)
Napolitano	Sherwood	Young (FL)
Neal	Shimkus	
Nethercutt		

NAYS—23

Campbell	DeLay	Royce
Canady	Doolittle	Sanford
Cannon	Hefley	Sensenbrenner
Chenoweth	Herger	Stump
Coble	Manzullo	Tancredo
Coburn	Miller, Gary	Taylor (MS)
Cox	Paul	Taylor (NC)
Crane	Rohrabacher	

NOT VOTING—25

Bartlett	Goodlatte	Pitts
Bonilla	Hastings (FL)	Pryce (OH)
Boyd	Hostettler	Scarborough
Callahan	King (NY)	Schaffer
Cramer	Lewis (KY)	Slaughter
Cubin	McCarthy (NY)	Turner
DeFazio	Millender	Weldon (PA)
Duncan	McDonald	Wicker
Gilchrest	Miller (FL)	

□ 1437

Mr. HERGER and Mr. GARY MILLER of California changed their vote from "yea" to "nay."

So (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.